



## Chapter Two INVENTORY



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# Chapter Two

## INVENTORY

### Description of Study Area

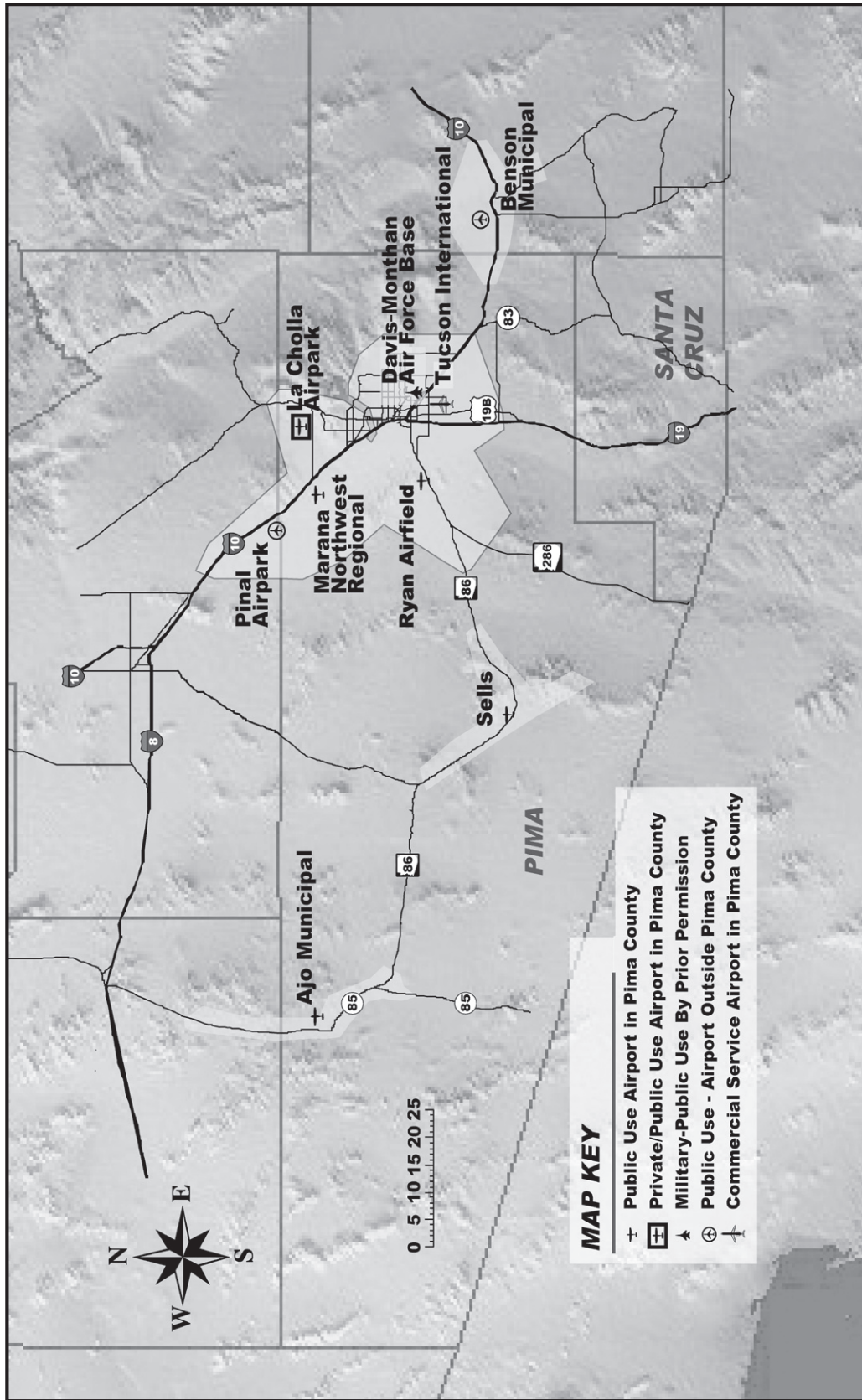
The Pima Association of Governments (PAG) Regional Aviation System Plan (RASP) includes all of Pima County, and the area surrounding Pinal Airpark (located just north of the Pima County line and west of Interstate 10) and the area surrounding Benson Municipal Airport (in Cochise County, east of Pima County, two miles north of the City of Benson). The public-use airports included in the RASP include Ajo Municipal, Benson Municipal, Marana Northwest Regional, Ryan Airfield, Sells, and Tucson International. La Cholla Airpark is privately owned and allows limited public access through an associate membership; it is included in the Study due to the significant portion of the County's registered aircraft based there. Pinal Airpark is included in the RASP due to its location immediately adjacent to the Pima County line and to Marana Northwest Regional. Benson Municipal, not located in Pima County, is included in the RASP because of its general aviation presence east of Tucson, where there is currently not a facility in Pima County. Davis-Monthan Air Force Base is included in the RASP because of its proximity to Tucson International.

The locations of the nine airports included in the RASP are shown in **Exhibit 2-1**.

### Inventory of Aviation Facilities

Information about each of the airports in the RASP was gathered from a number of sources including, but not limited to, the following: Arizona State Aviation Needs Study (SANS) 2000 inventory forms, FAA 5010 forms, individual airport master plans or airport layout plans, RASP inventory data forms, site visits, photographs, interviews with airport personnel, and phone calls to airport tenants.

The information collected for each airport, relative to its physical airfield characteristics, navigational aids, and landside facilities, is summarized in **Table 2-1**. The System inventory and information contained in this chapter are based on conditions as of July 2001. A brief description of ownership, location, and access, as well as runway, taxiway, and navigational aids at each System airport, follows.



## AIRPORT LOCATION MAP

EXHIBIT  
2-1

INVENTORY ITEMS	Ajo Municipal	Benson Municipal	La Cholla Airport	Marana Northwest Regional	Pinal Airport	Sells	Davis Monthan AFB	Ryan Airfield	Tucson International
Associated City/Town	Ajo	Benson	Oro Valley	Marana	Marana	Sells	Tucson	Tucson	Tucson
Ownership	Pima County	City of Benson	Private	Town of Marana	Pinal County	Tohono O'odham Nation	Military - Department of Defense, USAF	Public - Tucson Airport Authority	Public - Tucson Airport Authority
Acreage	1375	184	N/A	570	1,248	20	10,613	1671	6618
Elevation	1,458	3,829	2,940	2,031	1,892	2,409	2,704	2,403	2,641
Runway No. 1	12 / 30 3,800 x 60	10 / 28 4,000 x 75	1 / 19 4,500 x 36	12 / 30 6,901 x 100	12 / 30 6,850 x 150	04 / 22 5,830 x 48	12 / 30 13,643 x 200	6R / 24L 5,500 x 75	11L / 29R 10,996 x 150
Runway No. 2	N/A	N/A	N/A	3 / 21 4,201 x 75	N/A	N/A	N/A	6L / 24R 4,900 x 75	11R / 29 L 8,408 x 75
Runway No. 3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15 / 33 4,000 x 75	3 / 21 7,000 x 150
Taxiways	Connecting	None	Parallel	Parallel	Parallel	None	Parallel	Parallel, all	Parallel, all
Pavement Strength	SW - 12,000	SW - 12,500	SW - 85,000 DW - 100,000 DTW - 150,000	1) SW - 30,000 DW - 60,000 DTW - 140,000 2) SW - 12,000	SW - 68,000 DW - 100,000 DTW - 150,000	SW - 13,000	SW - 155,000 ST - 175,000 DW - 210,000 DTW - 345,000	1 and 2 SW-12,500 DW-30,000	1) SW - 160,000 DW - 200,000 DTW - 350,000 DDTW - 585,000 2) SW - 120,000 DW - 140,000 DTW - 220,000 3) SW - 105,000 DW - 137,000 DTW - 230,000 DDTW - 500,000
Pavement Condition	Good	Excellent	Fair/Poor	Good, Poor	Good	Poor	Concrete - Good	Good	Good, all
Displaced Thresholds	None	None	19 - 200 feet 01 - 100 feet	03 - 295 feet	None	None	None	None	11R - 1,410 feet, 03 - 840 feet
Lighting	LIRL	MIRL	LIRL	MIRL	MIRL	No	HIRL	MIRL	HIRL, MIRL, MIRL
PAPIs	12 / 30	10 / 28	No	12 / 30	No	No	No	No	11L, 11R
VASI	None	No	No	3 / 21	No	No	12 / 30	24 L	29R, 21
GVGIs	None	No	No	No	No	No	No	No	No
REILs	None	10 / 28	No	12 / 30	No	No	12	6R	29R, 29L, 21
Beacon	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes
Wind Cone	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes	Yes
Segmented Circle	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes	No
Weather Reporting	No	No	No	AWOS	No	No	AWOS	AWOS	ASOS
ILS	No	No	No	No	No	No	30	6R	11L
Localizer	No	No	No	No	No	No	30	6R	11L
ALS	No	No	No	No	No	No	30	No	No
DME	No	No	No	No	No	No	TACAN	6R	29R
VOR	No	No	No	No	No	No	No	No	11L / 29R
GPS	No	No	No	Yes	No	No	No	6R	11L/29R, 11R/29L, 3/21
NDB	No	No	No	No	No	No	12	Yes	No
Published Approach	No	No	No	No	No	No	Yes	Yes	Yes
Tie Downs	24	21	29	94	30	N/A	N/A	231	238

Table 2-1  
System Inventory Summary as of July 2001

INVENTORY ITEMS	Ajo Municipal	Benson Municipal	La Cholla Airpark	Marana Northwest Regional	Pinal Airpark	Sells	Davis Monthan	Ryan Airfield	Tucson International
Conventional Hangars	2 Units / 8 Bays	None	Unknown	16	3	No	N/A	81	58
T-Hangars	None	None	25	112	None	No	N/A	47	147
T-Shades	None	None	8	28	None	No	N/A	51	61
Apron Area (SY)	87,120	14,000	N/A	27,900	N/A	300	1,032,613	36,500	1,211,500
Terminal (SF)	No	No	No	9,400	N/A	No	N/A	N/A	15,200
GA Auto Parking	20	10	10	90	100	5	N/A	236	427
Fuel Service	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes
Communications	None	None	Multicom	Unicom	Unicom	None	Tower	Tower	Tower
Air Carrier	No	No	No	No	No	No	N/A	No	Yes
Commuter	No	No	No	No	No	No	N/A	No	Yes
Air Charter	No	No	No	Yes	No	No	N/A	No	Yes
Air Taxi	No	No	No	Yes	No	No	N/A	No	Yes
Hangar Rental	Yes	No	Yes (Members Only)	Yes	Yes	No	N/A	Yes	Yes
Tiedowns	24	Yes	Yes (Members Only)	Yes	Yes	No	N/A	Yes	Yes
Aircraft Rental	No	No	No	Yes	No	No	N/A	Yes	Yes
Aircraft Sales	No	No	No	Yes	Yes	No	N/A	No	Yes
Flight Inst.	No	No	No	Yes	No	No	N/A	Yes	Yes
Jet Fuel	No	No	No	Yes	Yes	No	N/A	No	Yes
AvGas	No	No	Yes	Yes	Yes	No	N/A	Yes	Yes
Aircraft Repair	Yes	No	No	Yes	Yes	No	N/A	Yes	Yes
Avionics Repair	No	No	No	Yes	No	No	N/A	Yes	Yes
Avionics Sales	No	No	No	Yes	No	No	N/A	Yes	Yes
U.S. Customs	No	No	No	No	No	No	N/A	No	Yes
Public Telephone	No	Yes	No	Yes	No	No	N/A	Yes	Yes
Restaurant	No	No	No	Yes	Yes	No	N/A	Yes	Yes
Vending	No	No	No	Yes	No	No	N/A	Yes	Yes
Car Rental	No	No	No	Yes	No	No	N/A	No	Yes
Skydiving	No	No	No	Yes	Yes	No	N/A	No	No
Loaner Car	No	No	No	Yes	No	No	N/A	No	No
Foreign Trade Zone	No	No	No	No	No	No	N/A	No	No
Industrial Park	No	No	No	No	No	No	N/A	No	Yes
FAA Test Center	No	No	No	No	No	No	N/A	Yes	No
ARC	B-I	B-I	B-I	C-II	D-III	B-I	N/A	B-II	D-V

Table 2-1 (Cont'd.)  
System Inventory Summary as of July 2001

## Ajo Municipal Airport

Ajo Municipal Airport is located in northwest Pima County, approximately six miles north of Ajo. The airport is owned and operated by Pima County, whose main governmental offices are located in Tucson, approximately 130 miles east of the airport. Ajo Municipal had a master plan and airport layout plan completed in 1999. An annual budget for the airport was updated for 2001. The primary development objective for Ajo Municipal is to bring running water to the facility, where there is currently none. Minimum operating standards are currently in draft form.

**Appendix A** provides photographs for access roads to all System airports. Ajo Municipal is located on the east side of State Route 85. Ajo Municipal can be accessed from State Highway 85 (Photo 1), a two-lane paved highway that is the primary connection between Ajo and Interstate 8. The airport can also be accessed from Well Road (Photo 2), a main north/south road in the center of Ajo and its airport connection, Ajo Airport Approach Road (Photo 3). This road parallels the Tucson, Cornelia, and Gila Bend Railroad tracks, which are adjacent to the airport on the east and north.

Ajo Municipal is currently served by one primary runway, Runway 12/30. Runway 12/30 is 60 feet wide by 3,800 feet long and is in good condition. Pavement strength is 12,000 pounds for single-wheel loading. Runway 12/30 is 16 feet longer and the pavement strength has increased 4,000 pounds since the 1995 study. The runway received a two-inch asphalt overlay in March 1997.

Two taxilanes provide access to the conventional hangars and tiedown areas from Runway 12/30. The connecting taxilane in the center of the runway is paved, and the taxilane at Runway End 30 is dirt; it is 35 feet wide and in fair condition. There are no aircraft turnarounds or active parallel taxiways at Ajo Municipal.

The following visual navigational aids are available for Runway 12/30: Precision Approach Path Indicators (PAPIs), Low Intensity Runway Lighting (LIRL), rotating beacon, segmented circle, and a lighted wind cone. The airport elevation is 1,458 feet. According to the Airport Layout Plan (ALP), the change in runway elevation is 33.3 feet. There are no displaced thresholds.

Ajo Municipal has two four-bay conventional hangars, each of which contains roughly 4,800 square feet. The operation maintenance manager for the airport currently occupies three of these bays. There are currently seven planes on a waiting list for hangar space. The amount of hangar space available at the airport has not changed since the 1995 RASP. An 18-acre apron is east of Runway 12/30. The surface is concrete, and this apron serves both itinerate and based aircraft. Space for 24 tiedowns is available on a paved surface; ample automobile parking is available. Over 95 percent of Ajo Municipal's usage is recreational in nature. Land developers at Rocky Point and workers for the Tohono O'odham Nation occasionally use Ajo Municipal for business-related activities.

The airport receives financial support from Pima County. An annual allotment for operations/maintenance is set each year. In the past five years, \$10,000 annually has been allocated for capital projects and has been used to resurface the runway, improve tiedowns, and install PAPIs. Without the presence of an FBO, hangar and/or ground leases are the only revenue-generating source. Leases generated \$5,760 in 2000.

Land adjacent to Ajo Municipal is primarily native desert. The primary landowner around the airport is the United States government. The Department of Interior, Bureau of Land Management (BLM), is responsible for controlling the land use. The Ajo Country Club golf course is just east of the southeast end of Runway 12/30.

The United States Air Force (USAF) Goldwater Range, to the north and west of Ajo Municipal, restricts major growth. Although the Goldwater Range is only adjacent to the northwest side of the airport, the bombing range is “hot” from 7 am to 10 pm on weekdays, and from 7 a.m. to 3 p.m. on weekends. This activity impacts local air space. The USAF is very cooperative, but military aircraft often restrict the airport’s flight patterns. Other constraints include the lack of restroom facilities and running water. In addition, the desert surrounding Ajo’s remote location is undeveloped. No environmental constraints were noted at Ajo Municipal. However, expansion beyond the current airport boundaries is unlikely due to BLM’s control of surrounding property.

### **Benson Municipal Airport**

Benson Municipal Airport is located three miles northwest of the City of Benson in Cochise County. The airport is 45 miles southeast of the City of Tucson, and is owned and operated by the City of Benson. Benson Municipal opened December 1, 1999. The airport is two miles north of the S.R. 90/ I-10 interchange. Primary access to Benson Municipal is via Ocotillo Avenue (Photo 4) and Aviation Drive (Photo 5); Aviation Drive is a dirt road in poor condition. The airport elevation is 3,829 feet.

Current facilities at Benson Municipal represent the completion of Phase I of the airport’s development plan. Fire protection is currently the only improvement being made. The airport has budgeted for a parallel taxiway and restroom construction within the next 24 months.

Previous studies for Benson Municipal include the following: airport master plan (1997), environmental analysis update (1999), airport layout plan (2000), annual budget (2000), and a General Development Plan Update identifying the airport and specific goals related to economic development is in progress.

Benson Municipal is served by one runway, Runway 10/28, which is 75 feet wide by 4,000 feet long. Runway visual approach aids consists of REILs, PAPIs, and MIRL. The runway lights are controlled on frequency 122.8. The runway pavement (asphalt) is in excellent condition; single-wheel strength is 12,500 pounds. Other landing aids include a lighted wind cone, a rotating beacon (standard intensity), and a segmented circle. One taxilane provides access to the apron. The apron is south of Runway 10/28. Pavement on the apron is in excellent condition and is used for both based and transient aircraft parking. There are 21 paved tiedown spaces. For current usage, adequate automobile parking (10 spaces) is available.

The airport receives financial support from the City of Benson and is allocated to capital projects. In the past five years, the FAA, ADOT, and the City of Benson have provided \$5.5 million in development funds to the airport. A \$20,000 annual allotment for operations/maintenance is provided from the City. There are currently no revenue-generating activities at the airport.

Land surrounding Benson Municipal is primarily desert and is owned by the State. Land for Benson Municipal was annexed from State Land Development. The primary use for the airport is light industrial, which has height and use limitations. Land use on all four sides of the airport is agricultural; there is a railroad mainline to the south of the airport. Major tourist attractions, including the Kartchner Caverns and Tombstone, are within a 30-minute drive time from the airport.

### **Davis-Monthan Air Force Base**

Davis-Monthan Air Force Base (DMAFB) is located within the City of Tucson, approximately one mile northeast of Interstate 10. Davis-Monthan AFB is owned and operated by the Department of Defense, United States Air Force.

Primary access to Davis-Monthan AFB from Interstate 10 is via Alvernon Way (Photo 6) and Kolb Road (Photo 7), the major north/south arterials connecting to Golf Links Road (Photo 8). The main entrance to the Base from Golf Links Road is at Craycroft Road (Photo 9), while Swan Road (Photo 10) provides a secondary entrance point.

A single runway, Runway 12/30, serves Davis-Monthan AFB. Runway 12/30 is 13,643 feet long by 200 feet wide. The concrete surface is in good condition. There is high intensity lighting (HIRL) on the Runway 12/30. Runway End 30 is equipped with TACAN, ILS, ALS, and VASI. Runway End 12 is equipped with REILs, an NDB, and VASIs.

Alpha Taxiway runs parallel to Runway 12/30 and is currently being widened to 75 feet. Alpha taxiway is concrete and its condition is good. Spacing varies among the six taxiway exits. Various taxiways connect to a series of ramps, fueling stations, hangars, docking stations, and storage facilities.

Current projects includes the installation of taxiway lights, information signs, runway hold signs on Taxiway D, the widening of Taxiway A, repairing runway landing zones, joint seal A-10 and transient ramps, repairing Victor ramp, and repairing approach lighting system (under design). Taxiway D has recently been repaired.

Land north of Davis-Monthan AFB is mixed urban development, with mixed residential and commercial use. Land use west and southwest of the Base is predominately industrial, while land use to the south and southeast between Davis-Monthan AFB and the Southern Pacific Railroad is predominantly vacant land with scattered industrial use.

The Air Force is in the process of developing a Perimeter Policy as part of a larger Airfield Compatibility Study to work with local laws, ordinances, and policies that could affect operations or growth. Davis-Monthan AFB recently has provided Hypothetical Noise Contours for local governments to use in planning and zoning around the installation. These Hypothetical Noise Contours are an addition to the Official 1992 AICUZ (Air Installation Compatible Use Zone) Report in the form of a 2002 AICUZ Amendment. Davis-Monthan AFB is also working with the State Of Arizona and the Office of Economic Adjustment (OEA) thru the OEA's Joint Land Use Study Program to have a comprehensive land use study completed by the end of 2003 for the Davis-Monthan AFB Environs.

Both the City of Tucson and the DM50 (a local group of business people) are very supportive of Davis-Monthan AFB. Every few years, Davis-Monthan AFB hosts a large air show that draws over 600,000 people to the Base.

## **La Cholla Airpark**

La Cholla Airpark is located in northeast Pima County, 15 miles north of Tucson's central business district. La Cholla Airpark is owned and operated by La Cholla Airpark, Inc., a private homeowner's association.

The primary access to La Cholla Airpark is provided via La Cholla Boulevard (Photo 11), a major north/south arterial that runs from north Tucson to Tangerine Road (Photo 12). Access to the actual airfield is via the various paved roadways/taxiways within the limits of the airpark (Photo 13).

La Cholla Airpark is a privately owned, single-runway facility accommodating the needs of its association members. Runway 1/19 is 4,500 feet by 45 feet. The runway was resurfaced in 2002. The runway has a pavement strength of 85,000 pounds single wheel, 100,000 pounds dual wheel, and 150,000 pounds dual tandem wheel. There is low intensity lighting (LIRL) on the runway and displaced thresholds on both runway ends, 200 feet on End 19 and 100 feet on End 01. There is one parallel taxiway and several connecting taxiways that lead to private properties, hangars, and tiedown facilities. Taxiways are in fair to poor condition, and there is no taxiway lighting. The airpark has a wind cone, a tetrahedron, and segmented circle.

There are currently 92 homes built on 122 available lots in the La Cholla Airpark community. In addition, there are 43 associate members. These associate members pay a membership fee. Private members often base one or more aircraft on their private property. On the shared airpark property, there are 25 T-hangars and eight T-shades. Numerous conventional hangars exist on residents' private property. There are also 29 paved tiedown spaces. La Cholla Airpark cannot fulfill its current demand for based aircraft, sending overflow to Marana Northwest Regional and Ryan Airfield.

There is one below ground fuel tank, storing a total capacity of 10,000 gallons of 100LL fuel. There are roughly 4,000 gallons of fuel-flowage each month. La Cholla Airpark is a privately owned airport that operates on a Prior Permission Required (PPR) basis for residents, members, and their guests. Land use in the vicinity of La Cholla Airpark is primarily residential, including the single-family residential homes within the La Cholla Airpark association, which have an average lot size of seven acres. The 122 lot owners and 43 associate members are responsible for maintenance of the airpark facilities and infrastructure. Funds are currently dedicated to resurfacing the runway. Roads and designated taxiways are privately owned. Growth constraints include local covenants, conditions, and restrictions attached to every property in the airpark. These restrictions prevent any commercial development. Land availability within the community also inhibits future growth.

High-density residential development beyond, but close to, the boundaries of the airpark community poses a potential constraint, as this development is not restricted to those who have a direct interest and investment in aviation. There is a clause in homeowner contracts in areas surrounding La Cholla Airpark community to inform them that there is an airport in the area.

## **Marana Northwest Regional Airport**

Formerly Avra Valley Airport, Marana Northwest Regional Airport is located in north-central Pima County, approximately 18 miles northwest of Tucson's central business district. The airport is located within the limits of the Town of Marana, and is owned and operated by the Town of Marana.

The primary access route to Marana Northwest Regional from the Tucson central business district is via Avra Valley Road from I-10 (Photo 14). The airport is five miles west of Interstate 10 and Avra Valley Road via a two-lane paved roadway. The airport can also be accessed from the western portions of Tucson via Sandario Road, a two-lane paved roadway that intersects with Avra Valley Road approximately one-tenth of a mile east of the airport entrance.

Recent studies completed for Marana Northwest Regional include the following: Airport Master Plan (1999), Airport Layout Plan (1999), Economic Impact Study (1999), Capital Improvement Plan (2001), and Annual Budget (2001).

A primary runway, Runway 12/30, and a crosswind runway, Runway 3/21, serve Marana Northwest Regional. Runway 12/30 is 6,901 feet by 100 feet and is in good condition. Crosswind Runway 3/21 is 4,201 feet long by 75 feet wide and is in poor condition. There is a displaced threshold on Runway End 03 of 295 feet. Medium intensity runway lighting (MIRL) is provided on both runways. Navigational aids include the following: PAPIs (12/30), VASIs (3/21), REILs (12/30), a segmented circle, and weather reporting (AWOS).

Fuel is distributed via trucks from an above ground AvGas tank and an above ground Jet A tank. There are 25,000 gallons of Jet A fuel and AvGas storage capacity (12,500 of each).

Although there are 218 aircraft based at Marana Northwest Regional, 160 more aircraft are on a waiting list for aircraft storage.

Two wells are currently being drilled on opposite sides of the airport to provide fire protection around the entire property. Brush has recently been cleared to provide approaching aircraft with an unobstructed view of the runway.

Land use in the vicinity of Marana Northwest Regional is currently agricultural and native desert. The land west and south of the airport is in agricultural production, while the land north and east of the airport is native desert and is used for grazing. Within the next five years, much of the agricultural land in this area is expected to be converted into residential use.

Most of the land north of the intersection of Runways 12/30 and 3/21 is in, or adjacent to, the 100-year floodplain for the Santa Cruz River. This land is, therefore, constrained from further development.

## **Pinal Airpark**

Pinal Airpark is located just north of the Pima/Pinal County line in Pinal County, approximately five miles northwest of the Town of Marana and 30 miles northwest of Tucson's central business district.

Pinal County Airpark is owned by Pinal County and is operated by Evergreen Air Center, Inc., under a long-term lease agreement that runs through 2007.

Pinal Airpark is located three miles west of Interstate 10; the only access to Pinal Airpark is via the Pinal Airpark Road exit from I-10 (Photo 15). Once through the security gate, Del Smith Boulevard provides access to the Army National Guard facility, and Evergreen Way provides access to the flight line.

Pinal Airpark has one runway, Runway 12/30. Length and width have not changed since the previous Study: 6,850 feet by 150 feet. A parallel taxiway provides access to hangars and tiedowns. The pavement remains in good condition. Single-wheel pavement strength is currently 68,000 pounds. Dual-wheel and dual-tandem wheel strengths are 100,000 pounds and 150,000 pounds, respectively. In 1995, single-wheel strength was recorded at 30,000 pounds.

Pinal Airpark is primarily a maintenance and storage facility for damaged and retired aircraft. A small number of transient aircraft use Pinal Airpark. The airpark's goal is to capture more of the aircraft maintenance market. An airport master plan, airport layout plan, and economic impact study were completed in 1991.

There are three conventional hangars at Pinal Airpark. Hangar 63 is 24,000 square feet, hangar 74 is 19,200 square feet, and hangar 9 is 57,856 square feet. There are also 30 paved tiedowns. Adequate automobile parking is available to fulfill airpark needs.

Pinal Airpark has AvGas, Jet A, and MoGas. One above ground tank of AvGas has a 30,000-gallon storage capacity. There is one pump/truck, which had an annual fuel flowage of 1,901 gallons in 2000. Four Jet A pumps/trucks run from five above ground tanks. Total storage capacity for Jet A fuel is 150,000 gallons and there was an annual fuel flowage of 1,388,325 gallons in 2000. One MoGas pump/truck operates from a single above ground tank. Total storage capacity for MoGas is 30,000 gallons and the 2000 annual fuel flowage was 63,054 gallons.

Several businesses rely on Pinal Airpark and Evergreen Air Center, including the Department of Public Safety, Department of Interior, Heavy Lift Helicopter Inc., U.S. Border Patrol, Tucson Fuel Co., Enterprise Rent A Car, NAPA Auto Parts, Vista Maintenance Inc., Miltech Sales Company, Grimmel Fire Protection Company, County Suites Hotel, Inn Suites Hotel, and Tri Valley Extinguisher Service.

To support aviation needs, Pinal Airpark intends to extend its runway to 10,000 feet and to build a hangar for painting aircraft.

## **Ryan Airfield**

Ryan Airfield is located in the southwestern portion of the Tucson Metropolitan Area. It is located west of the city limits for the City of Tucson in an unincorporated area of Pima County. Ryan Airfield is owned by the City of Tucson and is operated by the Tucson Airport Authority.

The primary access to Ryan Airfield is via State Route 86, known as the Tucson-Ajo Highway (Photo 16). State Route 86 is a paved two-lane highway, which connects to Interstate 19. Ryan Airfield can also be accessed via Valencia Road, which is three miles south of State Route 86, but which intersects State Route 86 just south of Ryan Airfield. Valencia Road is a paved, major east/west arterial in Tucson. Aviator Lane (Photo 17) and Airfield Drive connect the airport to State Route 86.

Ryan Airfield completed an airport layout plan in 2000. The airport has a capital improvement plan (CIP) for 2001-2005. The most recent master plan was developed in 1999. In 1999, Ryan Airfield also conducted an economic impact study and developed activity forecasts. The last environmental analysis for the airport was conducted in 1990.

Three runways serve Ryan Airfield. Runway 6R/24L is 5,500 feet long by 75 feet wide. The single-wheel pavement strength for this runway is 12,500 pounds and dual-wheel strength is 30,000 pounds. The runway connects to a parallel taxiway. Runway End 6R has REILs, ILS, NDB/DME, and GPS. Runway End 24L is served with VASIs.

Secondary runway, Runway 6L/24R, runs parallel to primary runway, Runway 6R/24L. Runway 6L/24R is 4,900 feet long by 75 feet wide. Pavement condition on this runway is good, and this runway is also served by a parallel taxiway. VASIs are provided on Runway 24R. Crosswind Runway 15/33 is 4,000 feet long by 75 feet wide. Pavement on the crosswind runway is in very good condition; this runway is currently served by a parallel taxiway.

The airport is equipped with a number of visual and navigational aids. They include a rotating beacon, lighted wind cone, segmented circle, instrument landing system (ILS), non-directional beacon (NDB), and weather reporting (AWOS). Runway End 6R is equipped with runway end identifier lights (REILs) and Runway End 24L is equipped with VASIs.

Two transient aprons are located at Ryan Airfield. On the north side, 12,500 square yards of apron space is in good condition. The apron, located on the southern portion of the airport, is 24,000 square yards and is in very good condition. Along with 47 T-hangars, 81 conventional hangars, and 51 portable/other hangars, there are 231 available tiedown spaces. The airport has parking available for 236 automobiles.

Ryan Airfield only sells AvGas. Two below ground tanks have a total storage capacity of 24,000 gallons. Fuel is distributed from a pump, and annual fuel flowage for 2000 was 196,923 gallons. The Tucson Airport Authority currently operates the airport's fueling services.

Airport growth constraints include limited funding and potential environmental concerns. The primary environmental constraint is rural residential development immediately west of the airport. The floodplains of the Black Wash north and east of the airport and State Highway 86 to the south also constrain future expansion potential. Ryan Airfield can support non-aviation commercial development. There are several acres of land available to grow and develop the airport for compatible non-aviation uses. Current projects include widening taxiways (not parallel to primary runway), drainage, connector road, and site improvements.

Land use adjacent to Ryan Airfield is predominantly vacant native desert, with isolated agricultural areas. The San Xavier Indian Reservation is two miles south of Ryan Airfield, while the Tohono O'odham

Indian Reservation is approximately four miles to the northwest. Pockets of rural residential development occur west and southeast of the airport.

## **Sells Airport**

Sells Airport is located in the central portion of Pima County on the Tohono O'odham Reservation near Sells. The airport is located approximately 60 miles west of Tucson, and is owned and operated by the Tohono O'odham Nation.

The primary access to Sells is via State Route 86, known as the Tucson-Ajo Highway (Photo 18). State Route 86 is a paved two-lane highway that runs along the south side of the airport. Ground access to Sells from State Road 86 is difficult (Photo 19). The dirt access road leading to this airport is in very poor condition. A paved road provides access to the U.S. Customs facility located adjacent to Sells (Photo 20).

Sells is served by Runway 4/22. Runway 4/22 is 5,830 long feet by 48 feet wide and is in fair condition. Pavement strength is reported at 13,000 pounds for single-wheel aircraft. The apron is in poor condition.

Aviation activity at Sells includes business use from the Indian Health Center, U.S. Customs, and contractors doing work with the Tohono O'odham Nation. Emergency medical evacuations are also common.

Land use adjacent to Sells is primarily native desert, used for grazing north of the airport. A U.S. Customs facility is adjacent to the runway, and a mobile home park exists to the southeast of the runway. Public buildings owned by the Tohono O'odham Nation exist adjacent to, and south of, State Route 86.

No environmental constraints were noted at Sells. The purchasing of land is a possible constraint for expansion and State Highway 86 prohibits any further runway expansion to the southwest. The airport's proximity to State Highway 86 and the dirt access road through a residential area pose a ground access constraint.

## **Tucson International Airport**

Tucson International Airport is the only commercial service airport in Pima County. The airport works closely with its reliever facility, Ryan Airfield. The Tucson Airport Authority has a five-year capital improvement program for 2001-2005. An airport layout plan was developed in 2000. An airport master plan was completed in November 1996. In 1991, there was an environmental assessment for land acquisition for Runway 11R/29L. The most recent economic impact study was conducted in 1988. A cargo study is underway, and there are numerous marketing brochures/videos available for the airport.

Tucson International is located within Pima County, just outside of the City of Tucson, approximately three miles south of Interstate 10 and three miles east of Interstate 19. Tucson International is owned by the City of Tucson and is operated by the Tucson Airport Authority.

Primary access to Tucson International is via any of several major north/south or east/west arterials from Interstate 10 and Interstate 19. South Sixth Avenue (Photo 21), known as Business Route Interstate 19,

Campbell Avenue (Photo 22), the Tucson-Nogales Highway, Kino Boulevard/South Tucson Boulevard (Photo 23), Palo Verde Road (Photo 24), Alvernon Way (Photo 25), and Kolb Road (Photo 26) are the major north/south arterials that connect Interstate 10 to Valencia Road. Valencia Road (Photo 27) is the major east/west arterial connecting to Interstate 19 to the west and Interstate 10 to the east. Valencia Road runs along the northern edge of Tucson International. The main entrance to the airport is via Tucson Boulevard, south of Valencia Road.

Three runways serve Tucson International. The primary runway, Runway 11L/29R, runs parallel to the secondary runway, Runway 11R/29L. The crosswind runway is Runway 3/21. Runway 11L/29R is 150 feet wide by 10,996 feet long, Runway 11R/29L is 75 feet wide by 8,408 feet long, and Runway 3/21 is 150 feet wide by 7,000 feet long. The runways are served by a system of parallel and connecting taxiway exits that provide access between the airside and landside facilities.

Asphalt condition is good on all three runways. The primary runway has high intensity runway lighting (HIRL), while the secondary and crosswind runways have medium intensity runway lighting (MIRL). Tucson International is fully equipped with navigational aids, including the following: VORTAC, VASIs (29R, 21), PAPIs (11L, 11R), ILS (11L), REILs (29R, 29L, 21), MALSR (11L/21), Rotating Beacon, Wind Sock, and AWOS.

Land use adjacent to Tucson International consists primarily of mixed residential and commercial to the west, northwest, and north of the airport. Areas north and northeast of the airport are more commercial and industrially oriented, with some pockets of concentrated residential land use. The areas east, south-east, and south of the airport are primarily vacant land with some scattered industrial uses. Land use southwest of the airport primarily consists of the San Xavier Reservation.

Potential growth constraints for Tucson International include airspace overlaps with Davis-Monthan AFB. Less than four miles separate the two airports. Residential development west, north, and northwest is also a potential development constraint. A Part 150 Noise and Land Use Compatibility Study has been prepared for Tucson International. Air National Guard F-16 traffic is responsible for the majority of noise related complaints to the Airport Authority.

The square yardage of apron space at Tucson International has more than doubled since 1995. There are now 1,211,500 square yards of apron space. Tucson International's general aviation terminal (executive terminal) is 15,200 square feet. The administration building is 14,279 square feet. On the airport, there are 147 T-hangars, 58 conventional hangars, and 61 portables/other hangars.

The terminal apron is concrete and in fair condition. The terminal apron covers 650,000 square yards. This is also a commercial-use apron. An itinerant apron is located by the executive terminal. It is asphalt-based and covers 81,500 square yards. There is a based aircraft apron by the west ramp, covering 300,000 square yards. Another based aircraft ramp is located in conjunction with general aviation by Area B; the ramp covers 180,000 square yards. The former is asphalt and is in fair condition; the latter is asphalt and is in poor condition. There is space for 238 tiedowns.

Airport parking has increased since the previous study in 1995. There are now 4,858 spaces for air carrier patrons and 427 spaces for general aviation patrons. This is an increase of 2,194 spaces.

Tucson International provides AvGas, Jet A, and MoGas. All fuel is stored in underground tanks. There are two AvGas tanks holding 40,000 total gallons. Fuel is distributed from a truck. Fuel flowage for AvGas in 2000 was 224,000 gallons. Three MoGas tanks storing 36,000 total gallons distribute fuel through pumps. Year 2000 fuel flowage was 175,500 gallons for MoGas. Jet A fuel is distributed via hydrant and truck. Tucson International has Jet A storage tanks with a total capacity of 300,000 gallons. Fuel flowage in 2000 was 31,000,000 gallons for Jet A fuel.

Tucson International's existing air cargo building is 57,000 square feet, and the existing cargo apron is 110,000 square yards. By 2010, an additional 70,000 square feet of air cargo building space and 100,000 square yards of cargo apron space is projected to be available.

Tucson International is currently improving the rental car facilities. There is room for eight additional airline gates to be added to the eastern concourse, as demand warrants.

## Summary

Since the 1995 RASP, several modifications have been made to the System. Individual airports have improved their facilities, and Benson Municipal opened and was subsequently included in the RASP.

Ajo Municipal resurfaced Runway 12-30, reinstalled tiedown equipment, and replaced the VASIs with PAPIs. Resulting from a two-inch overlay in 1997, the runway surface condition was improved and runway strength rating has increased to 12,000 pounds for single-wheel loading (SWL), a difference of 4,000 pounds since 1995. The runway length is also 16 feet longer than previously recorded. In addition, the airport's 1999 master plan reported Medium Intensity Runway Lighting (MIRL), an upgrade from the Low Intensity Runway Lighting (LIRL) in the 1995 Study.

Benson Municipal is the most recent addition to the Region. Although it is located in Cochise County, it is only 45 miles southeast of the City of Tucson and serves as a general aircraft center east of Tucson. Benson Municipal has a 4,000-foot runway, MIRL, and 14,000 square yards of apron space. With the completion of a fire protection system, aviation demand will grow.

La Cholla Airpark, Sells, and Pinal Airpark have made few changes to their facilities since the 1995 RASP. La Cholla Airpark currently reports eight T-shades, an increase of seven since 1995. There have been no reported improvements made to Sells. Pinal Airpark increased its single-wheel loading capacity from 30,000 pounds to 68,000 pounds.

Marana Northwest Regional is in the process of making significant upgrades to its facility. Aside from a change in ownership, since 1995, the airport's apron has increased by 1,900 square yards and the single-wheel loading on the runway has increased from 12,500 pounds to 30,000 pounds. A fire suppression system is currently being installed around the perimeter of the airport property, and new fencing and improved gates are being installed in the near future.

Ryan Airfield and Tucson International continually improve their facilities. Since the 1995 RASP, Ryan Airfield reports 71 additional hangars and 151 additional tiedowns. Runway 15/33 now measures 4,000

feet in length, compared to 3,547 feet in 1995. Current projects at Ryan Airfield include the widening of Taxiway B2, drainage maintenance, improving connector roads, and other site improvements.

Tucson International reported an increase in apron area from 500,000 square yards to 1,211,500 square yards. The airport is in the process of a major development program to expand and to relocate its rental car facilities. This project opens up additional space in the airport's terminal area. To help increase its compatibility, the airport is also proceeding with an aggressive sound insulation program for approximately 1,400 homes in the airport's environs. Tucson International is also in the process of proceeding with plans to construct a parallel runway with a length that will accommodate the airport's commercial carriers. Concurrently, general aviation Runway 11R/29L will revert to its former taxiway status. Longer term, the airport still has plans to provide a third parallel runway that will be sited to the north of the existing parallels.

Information gathered during the inventory phase of the RASP provides a foundation for other RASP elements. Much of the data contained in this chapter will be used as the existing system is analyzed for its ability to meet the benchmarks identified in Chapter One of the RASP. Since the Regional Aviation System is constantly changing, some data and information contained in the inventory may need to be revised as the RASP proceeds. Data presented in this chapter represents the best available data for each airport included in the Study as of July 2001.

